

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 20 October 2014
AGENDA ITEM:	16
SUBJECT:	New Addington Central Parade Public Realm Improvements Phase 2
LEAD OFFICER:	Jo Negrini, Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	New Addington

CORPORATE PRIORITY/POLICY CONTEXT:

The New Addington project provides infrastructure to improve the quality of Central Parade and make it a safer, more accessible and thriving district centre. As such it aligns with the following policies adopted in the Corporate Plan 2013-15 and Community Strategy 2013-18:

Corporate Plan 2013-2015 Priority A3: A place that meets physical and social Infrastructure needs

A3.4 - To improve the borough's transport infrastructure with access to more sustainable modes of transport and a reduction of road casualties through delivery of the Local Implementation Plan

A3.5 - To lead the Connected Croydon programme as an exemplar of public realm investment to unlock private sector development, enhance the built environment and improve connectivity across and beyond the OAPF area

FINANCIAL IMPACT The finance for the delivery of this project has been confirmed in the following documents:

- October 2012 Stage 2 Investment Decision from Greater London Authority awarded £800k of capital funding from the Mayor's Regeneration Fund for this project
- Cabinet 9 July 2012 (Minute Reference A76/12) Connected Croydon Programme approved the capital drawdown of £64,000 from the 2012-2017 Capital Funding Strategy as contingency fund for this project
- These proposals can be contained within the available budget.

KEY DECISION REFERENCE NO.: This is not a Key Decision as defined in the Council's Constitution. The funding has already been committed.

1. RECOMMENDATIONS

To enable the delivery by March 2015 of the Central Parade Public Realm Improvements as detailed in this report, the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment to :

- 1.1 Agree that the General Manager of Enforcement and Infrastructure be authorised to take the steps necessary to implement the Central Parade Public Realm Improvements scheme, including issuing any necessary notices under Section 23 of the Road Traffic Regulation Act 1984 (as amended), and Section 90C of Highways Act 1980 (as amended) , subject to no material objections being received in response to the giving of public notice;
- 1.2 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

2. EXECUTIVE SUMMARY

2.1 The proposed Central Parade Public Realm Improvements scheme (the scheme) forms part of the Connected Croydon Programme of public realm improvement works in Croydon. Connected Croydon's objectives include:

- To create a network of high quality public spaces;
- To improve Croydon's environmental performance by promoting public transport, walking, and cycling;
- To provide of high quality, accessible and safe routes for all modes of transport;
- To enliven spaces with new uses and activities;
- To improve the public perception of Croydon as an attractive place to work, live and invest in.

2.2 Discussions with the New Addington Steering Group, and public consultation between 27 January 2014 and 25 February 2014 have led us to conclude that in order to create a high quality environment of changes to Central Parade should include:

- Amending the one way system;
- Realigning the footways, carriageway and kerbs;
- Reconfiguring the car parks;
- Footway resurfacing, tree planting, public art;
- New road profiles to reflect the new carriageway alignments;
- Resurfacing roads and car parks;
- removing unnecessary street clutter, including redundant signage;
- New lighting and improved drainage; and
- New street furniture (such as litter-bins, cycles stands, seating).

- 2.3 The existing layout is shown in Appendix A and the proposed scheme is shown in Appendix B. The traffic management changes needed to implement this scheme are detailed below in Section 3. This includes items for consideration by Traffic Management Advisory Committee and any changes that require approval by other decision makers.

3. DETAIL

3.1 Traffic Orders and Public Notices envisaged to be put in place through the Traffic Management Advisory Committee.

PRESCRIBED ROUTE ORDER

- 3.1.1 Changes to the prescribed route orders under section 6 of the Road Traffic Regulation Act 1984 (the 1984 Act) will be required. These changes enable the Council to amend the direction that traffic can travel along the southern part of the access road, thereby improving vehicle access on market days
- 3.1.2 This requires the Highway Authority to serve a public notice in accordance with this section of the 1984 Act giving notice of the proposed changes. The Act makes provision for anyone to submit a formal objection to the proposed prescribed route order amendments. Stakeholders in the vicinity are notified by letter. Notices are also published in the press and displayed in the vicinity of the proposed changes.
- 3.1.3 If material objections are received to the proposed prescribed route order amendments these will be reported to a future Traffic Management Advisory Committee who will be asked to consider if they wish to recommend approval, amendment or rejection of any proposed prescribed route order amendments.

WAITING AND LOADING RESTRICTIONS

- 3.1.4 Any extension of no waiting and loading restrictions will require the Highway Authority to serve a public notice in accordance with Section 6 of the Road Traffic Regulations Act 1984. A change in restrictions is recommended to allow goods to be unloaded for local businesses and residents along Central Parade without blocking the carriageway.
- 3.1.5 This requires the Highway Authority to serve a public notice in accordance with this section of the 1984 Act giving notice of the proposed changes. The Act makes provision for anyone to submit a formal objection to the proposed amendments to waiting and loading restrictions. Stakeholders in the vicinity are notified by letter. Notices are also published in the press and displayed in the vicinity of the proposed changes.
- 3.1.6 If material objections are received to the proposed waiting and loading restrictions these will be reported to a future Traffic Management Advisory Committee who will be asked to consider if they wish to recommend approval, amendment or rejection of any proposed waiting and loading restriction amendments.

PARKING CHARGING REGIME

- 3.1.7 Changes to the Parking Regime under Road Traffic Regulation Act 1984 under Section 46a (for on-street bays) and Section 35c (for off-street bays) may be required. A change in restrictions is recommended because the area needs to be reconfigured to improve the pavement outside the shops and to make the car parks and access road to make a more attractive environment that is easier to navigate by vehicle and foot
- 3.1.8 This requires the Highway Authority to serve a public notice of variation in accordance with this section of the 1984 Act giving notice of the proposed changes. Stakeholders in the vicinity are notified by letter. Notices are also published in the press and displayed in the vicinity of the proposed changes.
- 3.1.9 The Act makes no provision for submission of formal objections to the proposed Parking Charging Regime.

RAISED TABLES

- 3.1.10 Any new raised tables will require the Highway Authority to serve a public notice in accordance with Section 9C of the Highways Act 1980. A raised table is proposed at the junctions to the car park access roads and at crossing points to promote ease of pedestrian access and the self-enforcement of lower traffic speeds
- 3.1.11 This requires the Highway Authority to serve a public notice in accordance with this section of the 1980 Act giving notice of the proposed changes. Stakeholders in the vicinity are notified by letter. Notices are also published in the press and displayed in the vicinity of the proposed changes.
- 3.1.12 The Act makes no provision for submission of formal objections to any proposed raised tables.

3.2 Public Notices and Approvals envisaged to be put in place other means (not through the Traffic Management Advisory Committee).

TEMPORARY TRAFFIC ORDERS

- 3.2.1 Temporary traffic orders for the duration of the works will be made by the Head of Highways and Parking Services under existing delegated powers.. Temporary traffic orders are required to protect the safety of the public and workmen when works in, or adjacent to carriageways would otherwise pose a hazard

ROAD SAFETY AUDITS

- 3.2.2 As part of the design process Road Safety Audits are being conducted. These audits are intended to ensure that operational road safety experience is applied during the design and construction process in order that the number and severity of accidents is reduced and the potential for future accidents kept to a minimum.

3.3 Parts of the Scheme that do not require notices / approvals:

3.3.1 The following changes do not require Traffic Management Orders / Notices:

- Changes to car park access points;
- Changes to number and arrangement of standard and disabled parking bays in the car parks;
- Widening and resurfacing the footway alongside the parade of shops;
- Incorporating new street furniture and feature objects.

3.3.2 A Traffic Management Order is not required to remove the Central Traders permit holders only restriction from bays in the car park. The existing Traffic Management Order does not specify which bays within the car park are Central Traders permit holders only, but simply identifies users by way of signage that bays reserved for specific users should only be occupied by those users. Therefore the change can be effected by, removing the signage. A Traffic Management Order would be required to revoke/remove any bays on the public highway.

4. CONSULTATION

4.1 As part of the Central Parade project informal consultation was held between 27 January 2014 and 25 February 2014. Questionnaires and online surveys were filled out by local business, residents and other stakeholders and 66 people submitted their detailed opinions on initial designs for the project. This information has shaped the emerging proposals prior to submission to the Traffic Management Advisory Committee.

4.2 Approval is now sought to progress the scheme by undertaking formal consultation through the Traffic Management Order and Public Notice process.

4.3 Formal consultation as part of the legal processes will include:

- Public Notices published in the Croydon Guardian and London Gazette. Although it is not a legal requirement this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, are consulted depending on the relevance of the proposals.
- Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received will be reported back to this Traffic Management Advisory Committee for a

decision as to whether the scheme should be introduced as originally proposed, amended or abandoned. The objectors are then informed of the decision.

- 4.4 Key community groups such as the New Addington Steering Group and any groups identified as part of Equality Impact Assessment will be specifically targeted during the formal consultation.
- 4.5 Where the statutory procedure provides for the making of objections, any approval for the scheme following consultations and any objections or material objections representations received in response to the formal consultation will be referred back to Traffic Management Advisory Committee for consideration as to whether the Traffic Management Order should be confirmed.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

- 5.1.1 In October 2012 the Greater London Authority awarded £800,000 of capital funding for this project by way of a Stage 2 Investment Decision from the Mayor's Regeneration Fund. This funding currently has a condition that all expenditure must be made by 31 March 2015.
- 5.1.2 Cabinet 9 July 2012 (Minute Reference A76/12) Connected Croydon Programme approved the capital drawdown of £64,000 from the 2012-2017 Capital Funding Strategy as contingency fund for this project.

	Previous Year	Medium Term Financial Strategy – 3 year forecast		
		2014/15	2015/16	2016/17
	2013/14			
	£'000	£'000	£'000	£'000
Capital Budget available	83	717	60	
Expenditure	83	28		
Effect of decision from report				
Total Expenditure		689	60	
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

- 5.2.1 The decision to proceed will allow for the design works to continue, consultation to be undertaken and public notices issued on the proposals. Subject to the receipt of objections, Traffic Orders can then be prepared which will facilitate implementation of the scheme with completion date planned for May 2015. The above remaining expenditure of £777,000 is an estimate of implementing the

remainder of the project. This estimate includes items such as landscaping, repaving, and resurfacing works. The cost of implementing the Traffic Management Orders are a small amount of the overall scheme cost.

- 5.2.1 The Central Parade Public Realm Improvements scheme has been designed in accordance with Croydon's Public Realm Design Guide and will renew areas of footway and carriageway which are in need of repair. This capital investment will not cover revenue maintenance issues. The future revenue impact of the Connected Croydon Programme is being assessed by identifying the whole life costs of each scheme and a growth bid will be submitted to cover any increases in cost.

5.3 Risks

- 5.3.1 Grant funding may be lost as a result of the project not being completed in 2014/15. This risk is being mitigated through early engagement with the GLA and approval in principle has been given by the GLA that the deadline for expenditure has been extended to 31 March 2016.
- 5.3.2 The project team has implemented a risk mitigation strategy in order to minimise risk and prevent timetable overrun e.g. preparing the delivery of the most contingent sections under the Connected Croydon Capital Programme. This strategy includes close monitoring of the programme by the Project Board; ensuring stakeholders are consulted and engaged as soon as possible within the design development process; and ensuring potential contractors are notified of the project as soon as possible to allow for appropriate resourcing and forward planning.
- 5.3.3 The cost of the scheme may increase beyond its budget due to technical constraints. The Central Parade proposals are an extensive and complex mix of alterations to the local infrastructure. Whilst every attempt has been made to avoid such an occurrence as part of the design process and the building in of contingency sums into the contracts, it may prove necessary to reconsider available options in the light of the site conditions received due to their financial implications. The costs forecast in 5.1 include a £60,000 construction contingency.

5.4 Options

- 5.4.1 The alternative would be the "do nothing" option and not provide the improved facilities. External funding will be lost as will the opportunity to regenerate this part of the borough, and attracting further investment to the borough.
- 5.4.2 Alternative design options have been explored and it has been concluded that the recommended plans and proposals are efficient and best respond to the needs and objectives of the project. These plans will be reviewed as part of the consultation process.

5.5 Future savings/efficiencies

- 5.5.1 There are no financial savings or efficiencies arising from this report.
- 5.5.2 Although there may not be a direct saving for Croydon Council, recent research shows that improved public realm and access to local facilities has a tangible impact on the local community's health due to the increased wellbeing that

these changes engender.

Approved by: Dianne Ellender, Head of Finance and Deputy Section 151 Officer

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provide powers to introduce and implement Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to matters such as the effect on the amenities of any locality affected.
- 6.1.1 The Council must comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.
- 6.2 Subject to compliance with the statutory requirements detailed above there are no other direct legal implications arising from this report.

Approved by: Gabriel MacGregor, Head of Corporate Law, on behalf of the Council Solicitor & Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 There are no human resources implications arising from this report.

Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive Department.

8. EQUALITIES IMPACT

- 8.1 A full Equality Impact Assessment has been carried out as a part of the project. Introduction of the proposed scheme will provide improved facilities and should lead to a reduction in pedestrian casualties in the area and provide equality of access to services for all including vulnerable members of the community.

9. ENVIRONMENTAL IMPACT

- 9.1 The proposals for Central Parade will be carefully developed to ensure a positive environmental and design impact. The main environmental impacts / benefits of the wider project will include:
- Improved facilities for all people
 - Increased public transport use by improving access to the bus and tram stops.
 - Enhanced biodiversity through additional planting.

- Minimization of carbon footprint in terms of new construction and ongoing maintenance activities.
 - An improvement in the road safety aspects of the general highways environment by reducing the level of conflict between pedestrians and drivers.
- 9.3 On the proposed construction contract we will promote the following to minimize the environmental impact of the scheme:
- The sustainable management of construction waste re-use of materials on site.
 - Promote use of sustainable / recycled material.
 - Reduction of waste generated and reuse of materials.
 - Planting will be low water demand to minimise irrigation costs.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are positive crime and disorder reduction resulting from the improvement of Central Parade. The project will help to reduce crime and disorder by providing new lighting, increasing pedestrian footfall and ensuring that routes are well lit.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 There are no specific Data Protection considerations arising from this report. The Council's Procurement Strategy and Tenders and Contracts Regulations are accessible under the Freedom of Information Act 2000 as part of the Council's Publication Scheme. Information requested under that Act about the specific procurement exercise and contract which are the subject of this report, held internally or supplied by external organisations, will be accessible subject to legal advice as to its commercial confidentiality, or other applicable exemption, and whether or not it is in the public interest to do so.

12. OPTIONS CONSIDERED AND REJECTED

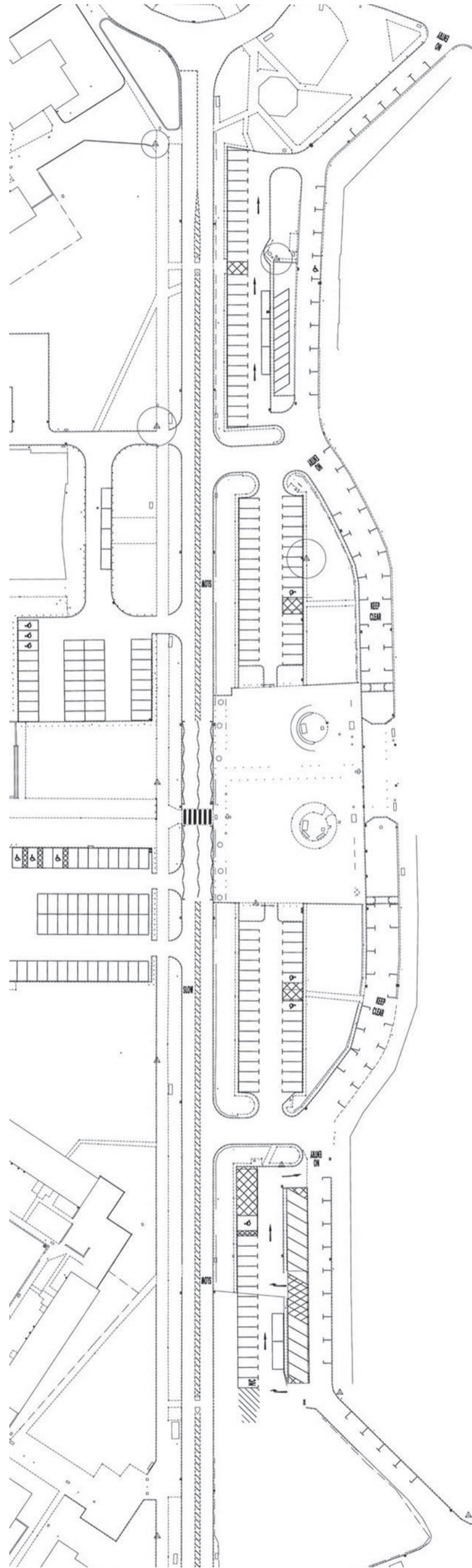
12.1 Alternative design options have been explored and it has been concluded that the recommended plans and proposals are efficient and best respond to the needs and objectives of the project. These will be reviewed as part of the consultation process.

CONTACT OFFICER: Tom Sweeney, Project Manager, Capital Delivery. Ext 62575

BACKGROUND PAPERS

Appendix A: Figure 1: Existing Layout

Appendix B: Figure 2: Central Parade Public Realm Improvements



Appendix A: New Addington Central Parade -Existing Layout

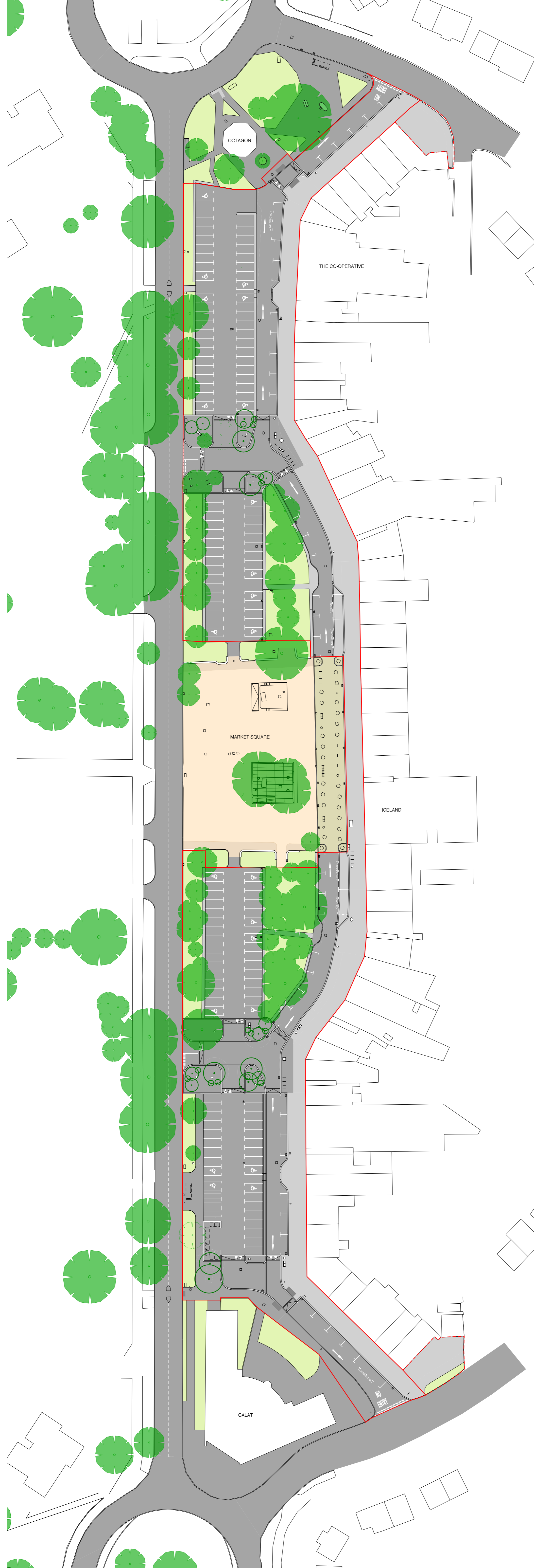
DO NOT SCALE FROM THIS DRAWING. CONTRACTOR TO CHECK ALL BUILDING AND SITE DIMENSIONS. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ENGINEERS AND OTHER SPECIALISTS DRAWINGS.

GENERAL NOTES:

1. READ IN CONJUNCTION WITH SERVICES ENGINEERS AND OTHER SPECIALISTS' INFORMATION.
2. READ IN CONJUNCTION WITH ARCHITECTURAL SCOPE OF WORK/OUTLINE SPECIFICATION DOCUMENT. REF: NACP-E-5TH-S; AND FURNITURE SCHEDULE. REF: NACP-E-5TH-SF.
3. DRAWING INDICATES DESIGN INTENT ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION.

KEY:

— Scope of Phase 2 works

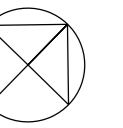


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REV	DATE	NOTES
P1	20.06.14	PRELIMINARY
P2	04.07.14	STAGE 3 ISSUE: FOR CLIENT REVIEW
P3	21.07.14	STAGE 3 ISSUE: FOR COSTING
P4	01.10.14	STAGE 3 ISSUE

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Status: PRELIMINARY

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